WHAT IS CLAIMED IS:

1. An air-intake system of a multi-cylinder engine of a small watercraft, comprising:

a plurality of air-intake pipes respectively provided for cylinders, the air-intake pipes having first opening end portions respectively connected to a plurality of air-intake ports of a cylinder head; and

an air-intake box to which second opening end portions of the air-intake pipes are connected, wherein

the air-intake box is placed laterally of the engine and has a bottom portion located lower than a center axis of a crankshaft of the engine, and wherein

the air-intake pipes extend from the air-intake ports to an inside of the air-intake box and the second opening end portions open inside the air-intake box at a position spaced apart a predetermined distance from an inner bottom face of the bottom portion of the air intake box.

2. The air-intake system of a multi-cylinder engine of a small watercraft according to Claim 1, wherein the predetermined distance is substantially not less than an inner diameter of the second opening end portions of the air-intake pipes and is not more than substantially three times as large as the inner diameter.

3. The air-intake system of a multi-cylinder engine of a small watercraft according to Claim 2, wherein the second opening end portions of the air-intake pipes extend downwardly inside the air-intake box through an upper portion of the air-intake box, and at least a portion of each of the air-intake pipes inside the air-intake box has a substantially straight pipe shape.

4. The air-intake system of a multi-cylinder engine of a small watercraft according to Claim 1, wherein the second opening end portions of the air-intake pipes are arranged to be close to one another.

5. The air-intake system of a multi-cylinder engine of a small watercraft according to Claim 4, wherein the second opening end portions of the air-intake pipes open toward substantially the same direction, and the second opening end portions of the air-intake pipes into which air is drawn in successive order are formed to have different predetermined distances from the inner bottom face of the bottom portion so as to be located at different positions in a direction in which the second opening end portions open.

6. The air-intake system of a multi-cylinder engine of a small watercraft according to Claim 5, wherein the air-intake pipes have an equal length.

7. The air-intake system of a multi-cylinder engine of a small watercraft according to Claim 4, wherein the air-intake pipes and the air-intake box are integrally molded.

8. An air-intake system of a multi-cylinder engine of a small watercraft, comprising:

a plurality of air-intake pipes respectively provided for cylinders, the air-intake pipes having first opening end portions respectively connected to a plurality of air-intake ports of a cylinder head; and

an air-intake box to which second opening end portions of the air-intake pipes are connected, wherein

the air-intake pipes extend from the air-intake ports to an inside of the air-intake box, the second opening end portions of the air-intake pipes open inside the air-intake box toward substantially the same direction, and the second opening end portions of the air-intake pipes into which air is drawn in successive order are formed to have different predetermined distances from an inner bottom face of a bottom portion of the air-intake box so as to be located at different positions in a direction in which the second opening end portions open.

9. The air-intake system of a multi-cylinder engine of a small watercraft according to Claim 8, wherein the air-intake pipes have an equal length.

10. The air-intake system of a multi-cylinder engine of a small watercraft, according to Claim 9, wherein the second opening end portions of the air-intake pipes are arranged to be close to one another.

11. The air-intake system of a multi-cylinder engine of a small watercraft according to Claim 9, wherein the air-intake box is placed laterally of the engine and is configured to have a bottom portion located lower than a center axis of a crankshaft of the engine.